



REPLY TO
ATTENTION OF

DEPARTMENT OF THE ARMY
UNITED STATES ARMY AVIATION AND MISSILE COMMAND
REDSTONE ARSENAL, ALABAMA 35898-5000

1 Dec 00	R-6
18 Apr 00	R-5
31 Mar 00	R-4
29 Sep 99	R-3
28 Jul 99	R-2
19 Jul 99	R-1
17 May 99	

AMSAM-RD-AE-I-P-A (70-37a)

MEMORANDUM FOR SEE DISTRIBUTION

SUBJECT: Addendum to Interim Statement of Airworthiness
Qualification for the AH-64D Longbow Apache Helicopter

1. References:

a. Memorandum, HQ USAAMCOM, AMSAM-AR-E-I-P-A, 17 May 1999,
subject: Interim Statement of Airworthiness Qualification,
AH-64D Longbow Apache Helicopter.

b. Technical Manual 1-1520-251-10, Operator's Manual,
AH-64D Helicopter, 15 December 1998 with changes.

c. Technical Manual (TM) 1-1520-APACHE/LONGBOW, Interactive
Electronic Technical Manual (IETM), AH-64D Helicopter.

2. The purpose of this message is to amend reference 1a to
inform the field of the following:

a. IN FLIGHT EGI RESET AND ALIGNMENTS - Do not perform an
inflight reset of an EGI.

CAUTION

In flight reset and realignment of the EGIs is not reliable. A
successful reset of an EGI may result in very large position,
attitude, and velocity errors. This in turn may result in
inappropriate scheduling of the stabilator and / or SAS
excursions when the FMC reacts to the erroneous information.

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b. ON THE GROUND ALIGNMENTS -

(1) If a proper alignment can not be performed on a single EGI prior to flight the crew will disable the nonaligned EGI by pulling the appropriate EGI 1a, EGI 1b or EGI 2 a, EGI 2b circuit breakers prior to flight.

(2) If neither EGI can not be properly aligned prior to flight both EGIs will be disabled by pulling the EGI 1a, EGI 1b and EGI 2a, EGI 2b circuit breakers.

CAUTION

With both EGIs disabled attitude, heading, ground speed, flight path, velocity vector and accelerations are not provided to the processors, displays, sights, weapons, or Flight Management Computer. FMC functions such as SAS and Hold Modes will not be available. The Back-Up-Control System will remain operational if required.

c. RECOMMENDED PROCEDURES FOR INFLIGHT EGI MISALIGNMENT:

(1) If during flight one or both EGI's become unaligned, the pilot should attempt a position update. If unable to update position, land as soon as practical and perform an on-ground manual reset/alignment of the EGI. If the reset procedure fails to realign the EGI, the circuit breakers for the unaligned EGI will be pulled. The flight can then be continued.

(2) If it is not practical to execute a landing, the pilot will decelerate the aircraft to 80 KTS or less, recommend disable SAS and monitor the stabilator position on the ENG SYS page on the MFD.

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3. The technical point of contact is Mr. Dan Rice, AMSAM-RD-AE-I-P-A, commercial (256) 313-4804, DSN 897-4804, or E-mail address "dan.rice@redstone.army.mil". The point of contact for the Interim Statement of Airworthiness Qualification document (ISAQ) is Mr. Lon A. Stanger, AMSAM-RD-AE-I-P-A, commercial (256) 313-4920, DSN 897-4920, or E-mail address "lon.stanger@redstone.army.mil".



BARRY J. BASKETT
Director of Aviation Engineering

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